

AMENDMENTS TO THE CLAIMS

This listing of claims replaces all prior versions, and listings, of claims in the application:

1. (Currently Amended): A structure for fixing a steering-gear housing to a vehicle-body member, comprising:

a first bracket comprising:

a first supporting face that is configured to support one circumferential side face of the ~~of a~~ steering-gear housing,

a first abutting face that is arranged at one circumferential end and that is configured to ~~abut the~~ abut a vehicle-body member,

a first bolt hole arranged through the first abutting face, and

a second abutting face arranged axially opposite to the first abutting face through the first bolt hole;

a second bracket comprising:

a second supporting face that is configured to support another circumferential side face of the steering-gear housing,

a third abutting face that is arranged at one circumferential end and that abuts the second abutting face, and

a second bolt hole that is arranged through the third abutting face at a position corresponding to the first bolt hole and that is smaller in an axial length than the first bolt hole;

a member that secures another circumferential end of the first bracket and another circumferential end of the second bracket; and

a bolt that is arranged from the second bolt hole through the first bolt hole and that is configured to be inserted through a third bolt hole formed in the vehicle-body member to clamp together ~~secure~~ the first bracket, the second bracket, and the vehicle-body member ~~together~~.

2. (Original): The structure as claimed in claim 1, wherein the first bolt hole of the first bracket has an axial length larger than a radius of the steering-gear housing.

3. (Original): The structure as claimed in claim 1, wherein the second bolt hole of the second bracket comprises a slot which is longer in a direction substantially orthogonal to an axial direction of the steering-gear housing.

4. (Currently Amended): The structure as claimed in claim 1, wherein the first bracket comprises a protrusion that is arranged at an edge of the first abutting ~~face~~, the face and that is configured to be ~~protrusion being~~ engaged in a recess ~~concave~~ formed in the vehicle-body member.

5. (Original): The structure as claimed in claim 1, wherein the second bracket is formed out of a sheet resilient material.

6. (Previously Presented): The structure as claimed in claim 1, further comprising a cylindrical resilient member that is configured to be arranged between the first and second brackets and the steering-gear housing.

7. (Previously Presented): The structure as claimed in claim 6, wherein the resilient member is formed with a protrusion on an outer periphery, and wherein one of the first and second supporting faces is formed with a concave engaged with the protrusion.

8. (Original): The structure as claimed in claim 7, wherein the concave of one supporting face is arranged at a connection between the first and second brackets.

9. (Original): The structure as claimed in claim 6, wherein the resilient member is formed with an incision.

10. (Original): The structure as claimed in claim 9, wherein the incision of the resilient member is arranged at a connection between the first and second brackets.

11. (Canceled):

12. (Currently Amended): A structure for fixing a steering-gear housing to a vehicle-body member, comprising:

a first bracket comprising:

a first supporting face that is configured to support one circumferential side face of ~~a steering-gear~~ the steering-gear housing,

a first abutting face that is arranged at one circumferential end and that is configured to abut ~~a vehicle-body~~ the vehicle-body member,

a first bolt hole arranged through the first abutting face, and

a second abutting face arranged axially opposite to the first abutting face through the first bolt hole;

a second bracket comprising:

a second supporting face that is configured to support another circumferential side face of the steering-gear housing,

a third abutting face that is arranged at one circumferential end and that abuts the second abutting face, and

a second bolt hole that is arranged through the third abutting face at a position corresponding to the first bolt hole and that is smaller in an axial length than the first bolt hole;

means for securing another circumferential end of the first bracket and another circumferential end of the second bracket; and

means, arranged from the second bolt hole through the first bolt hole and configured to extend through a third bolt hole formed in the vehicle-body member to clamp together ~~hole, for securing~~ the first bracket, the second bracket, and the vehicle-body member ~~together~~.

13. (Currently Amended): ~~The structure as claimed in claim 1, wherein the member, which secures the another circumferential end of the first bracket and the another circumferential end of the second bracket;~~ A structure for fixing a steering-gear housing to a vehicle-body member, comprising:

a first bracket comprising:

a first supporting face that is configured to support one circumferential side face of a steering-gear housing,

a first abutting face that is arranged at one circumferential end and that is configured to abut a vehicle-body member,

a first bolt hole arranged through the first abutting face, and

a second abutting face arranged axially opposite to the first abutting face through the first bolt hole;

a second bracket comprising:

a second supporting face that is configured to support another circumferential side face of the steering-gear housing,

a third abutting face that is arranged at one circumferential end and that abuts the second abutting face, and

a second bolt hole that is arranged through the third abutting face at a position corresponding to the first bolt hole and that is smaller in an axial length than the first bolt hole;

a member, which secures another circumferential end of the first bracket and another circumferential end of the second bracket and which is not configured to be secured to the ~~vehicle-body~~ vehicle-body member; and

a bolt that is arranged from the second bolt hole through the first bolt hole and that is configured to secure the first bracket, the second bracket, and the vehicle-body member together.

14. (Previously Presented): The structure as claimed in claim 12, wherein the first bolt hole of the first bracket has an axial length larger than a radius of the steering-gear housing.

15. (Previously Presented): The structure as claimed in claim 12, wherein the second bolt hole of the second bracket comprises a slot which is longer in a direction substantially orthogonal to an axial direction of the steering-gear housing.

16. (Currently Amended): The structure as claimed in claim 12, wherein the first bracket comprises a protrusion that is arranged at an edge of the first abutting ~~face~~, ~~the protrusion being~~ face and that is configured to be engaged in a concave recess formed in the vehicle-body member.

17. (Previously Presented): The structure as claimed in claim 12, wherein the second bracket is formed out of a sheet resilient material.

18. (Previously Presented): The structure as claimed in claim 12, further comprising a cylindrical resilient member that is configured to be arranged between the first and second brackets and the steering-gear housing.

19. (Previously Presented): The structure as claimed in claim 18, wherein the resilient member is formed with a protrusion on an outer periphery, and wherein one of the first and second supporting faces is formed with a concave engaged with the protrusion.

20. (Previously Presented): The structure as claimed in claim 19, wherein the concave of one supporting face is arranged at a connection between the first and second brackets.

21. (Previously Presented): The structure as claimed in claim 18, wherein the resilient member is formed with an incision.

22. (Previously Presented): The structure as claimed in claim 20, wherein the incision of the resilient member is arranged at a connection between the first and second brackets.

23. (Currently Amended): ~~The structure as claimed in claim 12, wherein the means for securing the another circumferential end of the first bracket and the another circumferential end of the second bracket~~ A structure for fixing a steering-gear housing to a vehicle-body member, comprising:

a first bracket comprising:

a first supporting face that is configured to support one circumferential side face of a steering-gear housing,

a first abutting face that is arranged at one circumferential end and that is configured to abut a vehicle-body member,

a first bolt hole arranged through the first abutting face, and

a second abutting face arranged axially opposite to the first abutting face through the first bolt hole;

a second bracket comprising:

a second supporting face that is configured to support another circumferential side face of the steering-gear housing,

a third abutting face that is arranged at one circumferential end and that abuts the second abutting face, and

a second bolt hole that is arranged through the third abutting face at a position corresponding to the first bolt hole and that is smaller in an axial length than the first bolt hole;

means for securing another circumferential end of the first bracket and another circumferential end of the second bracket, which means for securing is not configured to be secured to the ~~vehicle-body~~ vehicle-body member; and  
means, arranged from the second bolt hole through the first bolt hole, for securing the first bracket, the second bracket, and the vehicle-body member together.

24. (New): A structure comprising:

a bracket assembly configured to support a steering-gear housing on a vehicle-body member, the bracket assembly comprising:

a first bracket comprising:

a primary inside supporting surface;

a primary first end; and

a primary second end;

a second bracket comprising:

a secondary inside supporting surface;

a secondary first end; and

a secondary second end; and

a fastening device,

wherein the fastening device is configured to releaseably: (a) fasten together the primary and secondary second ends; and (b) fix the primary and secondary second ends to the vehicle-body member,

wherein the primary and secondary inside supporting surfaces are configured to clamp the steering-gear housing,

wherein the primary first end is configured to: (a) be joined with the secondary first end; and (b) not be joined to the vehicle-body member, and

wherein the first bracket is configured to be fixed to the vehicle-body member only at the primary second end.

25. (New): The structure according to claim 24, further comprising:

the vehicle-body member; and

the steering-gear housing supported by the bracket assembly on the vehicle-body member.

26. (New): The structure according to claim 24, further comprising:

a bolt that fastens together the primary and secondary first ends.

27. (New): The structure according to claim 26, wherein the bolt is spaced from the vehicle-body member and is arranged to fasten together the primary and secondary first ends, without fastening the primary and secondary first ends to the vehicle-body member.

28. (New): The structure according to claim 24, wherein the fastening device comprises a bolt.

29. (New): The structure according to claim 25, wherein the fastening device comprises a bolt.

30. (New): The structure according to claim 29, wherein the bolt extends through bolt holes formed in the primary and secondary second ends and through a bolt hole formed in the vehicle-body member, thereby fastening the primary and secondary second ends to the vehicle-body member.

31. (New): The structure according to claim 30, further comprising:  
a second bolt that fastens together the primary and secondary first ends.

32. (New): The structure according to claim 31, wherein the second bolt is spaced from the vehicle-body member and is arranged to fasten together the primary and secondary first ends, without fastening the primary and secondary first ends to the vehicle-body member.

33. (New): The structure according to claim 24, wherein the second bracket is configured to be fixed to the vehicle-body member only at the secondary second end.